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to rebuild the bridge at the old site. The new bridge should be much higher than the old, to accommodate river traffic. A railroad line leading to Szoreg depot will cross the bridge. The line between Szoreg and Ujszeged depot will end at Ujszeged, and Ujszeged would become a terminal, connected to Szoreg depot by shuttle service.

Availability of railroad service and direction of prevailing winds indicate that the area south of the city is the most desirable for the construction of an industrial district. A unified industrial and winter port is also to be constructed in the same area on the Tisza River, with easy access to the railroad freight station. The Szeged Industrial Railroad should also serve the new industrial district, and should be extended to include Ujgyala and Dorozsma in Szeged's sphere of commercial activity.

In connection with these improvements, over- or underpasses will have to be constructed at the intersection of the railroad lines with Boldogasszony sugarut, Petofi Sandor sugarut, Kalvaria utca, and main traffic arteries running in the direction of Kossuth Lajos sugarut and Csongrad sugarut.

These are long-range plans, however, and the Szeged station can continue to handle all anticipated traffic for some time to come. Therefore, it must continue to operate even when the railroad bridge is constructed at the new site. The Szeged station will remain the principal station for the time being, but a temporary "delta" track should be constructed from it to the new bridge. The advantage of this temporary measure is that only construction involving the line between the switchyard and Szoreg depot need be undertaken at present. The rest can be distributed over the next few decades with new installations constructed as existing ones become outmoded.

B. Sopron

The lines leading through Sopron are not principal arteries, and were built in the last quarter of the 19th Century. The two railroad stations at Sopron, the Gyor-Sopron-Ebenfurt line station and the State Railroad (MAV) station and the areas surrounding them were heavily damaged during the war. Following extensive discussions, it was decided that the two stations should be replaced by a single station at the site of the present "Gyor" station of the Gyor-Sopron-Ebenfurt line. The station would be parallel to Matyas kiraly ut, between Erzsebet ut and Koszegi ut, and would extend as far as Felsobukki Nagy Pal ut, to provide an appropriate square in front of the station. The State Railroad station would be discontinued. The line leading to Ebenfurt would continue beside the Becsujhely line to the edge of town, then turn north to join the present Ebenfurt track, and the present section passing northwest through the city would be discontinued. After leaving the station, the line leading to Gyor would continue along the Szombathely track for 300 meters, then turn north and east in two large arcs to join the present line. The north bend of track running through the outskirts of the city would be discontinued. Taking into consideration the prevailing north wind, the best location for an industrial district would be the area east of the consolidated railroad station. A switchyard, railroad shop, and storage facilities would be located in a delta-shaped track area at the eastern city limits. A central location of the station is favored by the municipal and commercial developments which have surrounded it at its present site. In its development, the city of Sopron has successfully expanded across the railroad tracks into lower, and relocation of the station outside the city would inconvenience the pedestrians, who comprise up to 90 percent of the population. Kossuth Lajos ut, Erzsebet ut and Koszegi ut would intersect the railroad tracks with overpasses, and it might be necessary to build overpasses at Baron Lipot Natl utca, Levente utca, and Frankenburg utca.

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C. Gyor

The city of Gyor is bisected by a railroad line and has two railroad stations, the State Railroad passenger station, which is adjacent to the switchyard and the freight station, and the Gyor-Sopron-Ebenfurt Railroad terminal. The latter is connected to the Gyor-Rabapart station and is of minor importance. The two stations should be replaced by a modern, unified station from which lines would lead west to Hegyeshalom, Sopron, Papa, and Veszprem, and east to Budapest.

According to the city plan, (Plan I in the diagram), a unified station located farther south, in the area of the infantry barracks, is to replace the present stations. Railroad shops, switchyards, and a freight station are to be located in a row east of the station.

With this arrangement, 10 kilometers of the Hegyeshalom line, the Gyor-Szabadhegy line and the Gyor-Szabadhegy station, the Gyor passenger station, switchyard and freight station, the Gyor-Sopron-Ebenfurt line terminal, and the Gyor-Rabapart Station would all be discontinued.

The present station is 500 meters from the center of town, and is readily accessible to freight traffic and to pedestrian passengers. The new station would be 2,200 meters from the center of town.

Gyor is one of the few cities of the country in which railroad lines cross the center of town, and it would be detrimental to the city's prosperity to disrupt this arrangement. However, in its present location, the railroad is a hindrance to the development of the city. One solution would be to remove the switchyards from the residential district to the industrial area, but to leave the passenger station where it is, perhaps elevating it to permit streets to cross underneath, and, especially, leaving the freight yards in the center of town, where they can best serve the city.

Another solution is presented in Plan II (see diagram), which would provide for the following:

1. The switchyards would be removed from the residential district to the industrial area, to form a delta with the Gyorszabadhegy line. This is also desirable because of the direction of the prevailing wind. Freight sections arriving from the south and east could be handled at the switchyard and the freight yard without passing through the passenger station.

2. The passenger station would be elevated, allowing city streets to pass underneath.

3. A direct line would be established to connect the elevated station and the Veszprem and Szombathely lines. The new line would run through the Gyor-Sopron-Ebenfurt station. An underpass would be built at the intersection of the Veszprem and Szombathely lines, and the cost would be only one half the total estimated cost of implementing Plan I.

D. Miskolc

The chief problem in Miskolc is the surface intersection of the railroad line leading to Banreva and the principal highway entering the city from the east. The latter also provides access to the Gomor railroad station. This surface railroad crossing is a great hindrance to traffic. The cost of building an overpass at the intersection would be prohibitive because of the large number of buildings constructed close to the highway at this point. Also, the construction of an overpass would not be desirable from the viewpoint of city planning.

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A suggested solution is to run the Banreve line to the southeast, having it depart from its present course at a point just before it would enter Gomor station. The line would run along the bank of the Sajo River past the athletic field, intersect the Szerencs highway with an overpass between Szondy Gyorgy utca and the sewage disposal plant, cross Szinva creek, and enter Miskolc station. Gomor station would become a terminal, and the portion of the line between Gomor and Miskolc station which intersects the road would be discontinued. Several variations of this solution are possible, including modification or relocation of the station and the switchyard, but it is essential that the surface crossing be discontinued.

E. Veszprem

Nominally, Veszprem has two railroad stations. The station on the Gyor-Alsoors line is near the center of town, but its capacity is not equal to the requirements of the city. The other, the outer Veszprem station, formerly called Jutas station, is on the Budapest-Szombathely main line, but is 3 kilometers north of Veszprem and is on a level 60 meters lower than that of the city. A section of the Gyor-Alsoors line climbs the steep incline from the outer Veszprem station to the smaller station in the city of Veszprem.

For years, the city management has been trying to put Veszprem on the Budapest-Szombathely main line, but the city cannot expand toward the north, because of the hilly, irregular terrain. A single, medium-sized station could be built 2 kilometers closer to the city on the north side, and both the Budapest-Szombathely line and the Gyor-Alsoors line could pass through the station. According to plans for the station, 25 kilometers of new track would have to be laid through hilly, precipitous country. The material cost of this relocation is high, but the construction will be very advantageous both commercially and from the viewpoint of city planning.

F. Zala-Egerszeg

The situation is somewhat similar in Zala-Egerszeg. The Szombathely-Nagykanizsa main line runs past the city at a distance of 8 kilometers in a north-south direction. The Ukk-Redics spur line passes through Zala-Egerszeg and intersects the Szombathely-Nagykanizsa line, which also runs in a north-south direction, at a point northeast of the city. To have a main line passing through Zala-Egerszeg 20 kilometers of track would have to be laid, 18 kilometers of track would have to be put into first-class condition, and four stations would have to be enlarged and modernized.

G. Szolnok

Szolnok is surrounded by the Tisza River on one side, and by railroad tracks on the other three sides. The city could best expand toward the south, but the railroad shops and freight yards block expansion in this direction. A suggested plan is to leave the railroad shops in the center of town, move the freight station to the southwest edge of the city, west of the proposed municipal development project and south of the Reformed Protestant cemetery, and to discontinue the line which leads from the passenger station to the freight station's present site. Tracks branching from the north end of the new freight station would lead to the passenger station and to the railroad shops. Because of limited space, the shops can expand only toward the west.

The track leading from the south end of the new freight station, circling the planned municipal developments southwest of town and running north along the bank of the Tisza, will serve the Tisza River port and docks, and the adjacent industrial area. In the near future, the curving section of track northeast of the city will be rebuilt in a straight line to permit the extension and development of that portion of the city.

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The Szolnok passenger station and its immediate vicinity were heavily damaged during the war, and the new, modern station will be designed with a view to developing this blighted area.

H. Csongrad

The city of Csongrad may best expand toward the southwest, but is hindered by the railroad station. The station, which is located on a track looping northward into the city cannot be enlarged because of space limitations. Town planners would like to have the present railroad station replaced by one 600-700 meters further southwest, and the track reconstructed in a straight line.

South of the city, in the vicinity of the Holt-Tisza River sector, 2 kilometers of the track leading to Szentes must be reconstructed at another location.

I. Cegled

The Kupa-Kovacsma major railroad line crosses the center of Cegled and interferes with street traffic, especially when traffic is heavy. Suitable property must be procured to allow relocation of the Kupa-Kovacsma major line to the southern limit of the city, where it will then turn north, run along the Cegled-Kecskemet line, turn northwest outside the city, and rejoin the present line at Lajosmizsei ut. An industrial spur can be built alongside this track circling the city, to supply a network of tracks for the industrial area.

The following changes will have to be made to have the surface-running Cegled Local Industrial Railroad stop at both the passenger station and the market place: the portion of track on Szechenyi ut and Gombos ut would be discontinued and a "loop-track" built, extending from the Huszar barracks, passing in front of the contagious diseases hospital, in front of the passenger station, crossing Kossuth Square and Akasztó Terrace, and coming back to the original line at the Huszar barracks. Principal roads would intersect the railroad line with under- or overpasses.

J. Debrecen

The residential district of Debrecen is crossed by three railroad tracks; the Fuzesabony-Tisza lok, Nyirbator, and Nyiregyhaza lines. Portions of the Fuzesabony-Tisza lok and Nyirbator lines which cross an area scheduled for construction will have to be relocated. The Fuzesabony-Tisza lok line would be rebuilt west of the city, running north, parallel to Kontogati sor, turning west at Balmazújváros ut, and joining the present line leading to Tisza lok at the same elevation as that of the race track. The present section of track passing through the residential district, and the Vasarter station will be discontinued and a modern station constructed on the new line west of Hatvan ut /Vilmos Csaszar ut/ garden.

The Debrecen-Nyirbator line intersects the line leading to Nyiregyhaza at a surface crossing at Pallag plain. To eliminate this dangerous crossing and in the interest of better city planning, the Nyirbator line should be altered to turn at Pallag plain, before entering Debrecen and run alongside the Nyiregyhaza line at the east side of the city, both lines detouring to the east to circumvent a new section of the city under construction, turning southwest to follow the roadbed of the Szatmarnemeti line, and the three lines would enter Debrecen station together. To avoid an intersection of the two tracks detouring around the eastern section of the city with a line of the DVG (City of Debrecen Industrial Railroad) the industrial line could end in a terminal east of the two new tracks. The section of track running through the city from Debrecen station to Pallag plain would be discontinued.

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The Debrecen passenger station can remain where it is, enlarged and modernized, expanding in the direction of the Majorsag. A new 2-kilometer-long, 250-meter-wide switchyard can be located beside the passenger station, extending in the direction of Budapest. Streets shown on the diagram will intersect the railroad lines in under- or overpasses.

K. Eger

The Eger passenger station is the terminal of the Fuzesabony and the Putnok lines. The Fuzesabony line and Eger station were built in 1872. The Putnok line, which was built in 1908, also terminates at the Eger station. The Eger station cannot be enlarged because it has been surrounded by a densely settled residential district. The station has long been unable to handle the traffic of the two lines which terminate there. A new, larger station running parallel to the city streets can be built in the area south of Sas ut and west of Eger brook. The Fuzesabony line would enter the station from the south and the line to Putnok would leave the north end of the station on a new section of track running along Csako sor, turn to the east and then to the north, to join the present line. Industrial spur lines would branch out from the north end of the station to serve industrial developments to be built close to the station, on both sides of Eger brook, similar to the rail network which supplies industries in the vicinity of the present station.

Although this plan for the relocation of railroad lines means that the passenger station will be 700 meters farther from the center of town, the new arrangement will be more advantageous both for rail traffic and from the viewpoint of city planning.

L. Mohacs

The most favorable direction in which the city of Mohacs can expand is northwest, onto the higher land, but this is hindered by the location of the railroad station and lines.

Relocation of present tracks and railroad station are suggested by the planned construction of a metallurgical works in a triangular area on the northwest side of the city, bounded by Dunaszekcső közút, the Danube, and a new railroad line to be built in the future, connecting Hercegszántó and Bataszek through Mohacs.

Considering the municipal development which will result from the construction of the metallurgical works, separate passenger and freight stations should be built. The best location for the new Mohacs station would be at the edge of the area under construction, but still close to the center of town. The Pécs and Hercegszántó lines would enter the station from the south and the Bataszek line from the north. In this way, the city would have a station nearly parallel to the main rail lines of the area, and this would facilitate rail traffic.

The freight yard to be located north of the passenger station will supply the metallurgical works, industrial areas, the planned river port, and will serve as the marshaling yard. The tracks of the river port will be connected to the freight yard and passenger station by a track delta at the port and at the station. The new switchyards and shops are to be located in the deltas.

Principal city streets will intersect the railroad lines in under- or overpasses.

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M. Szekesfehervar

In Szekesfehervar, Szechenyi ut crosses under the railroad lines at a point close to the station, connecting the portion south of the tracks with the rest of the city. Freight from the Szekesfehervar station is being brought into the city on this road, since freight-handling facilities are on the south side of the station.

During the past decades, slow-moving freight vehicles have been a serious hindrance as traffic increased on Szechenyi ut. Even before the war, plans were drawn up to move the freight dock to the city side of the station, and work was begun on the rearrangement of the station vicinity. During the war, the freight-handling portion of the station was completely destroyed.

The line to Bicske runs from Szekesfehervar station in a large arc through the city, cutting a significant portion out of an area which it is planned to develop, and intersecting the main highway to Budapest. By rebuilding this section of track in a straight line, the crossing will be eliminated, and a large area of the city will be available for development.

[On the following 13 city plans, proposed railroads are shown by solid lines. Broken lines indicate present railroad lines and facilities differing from those proposed.]

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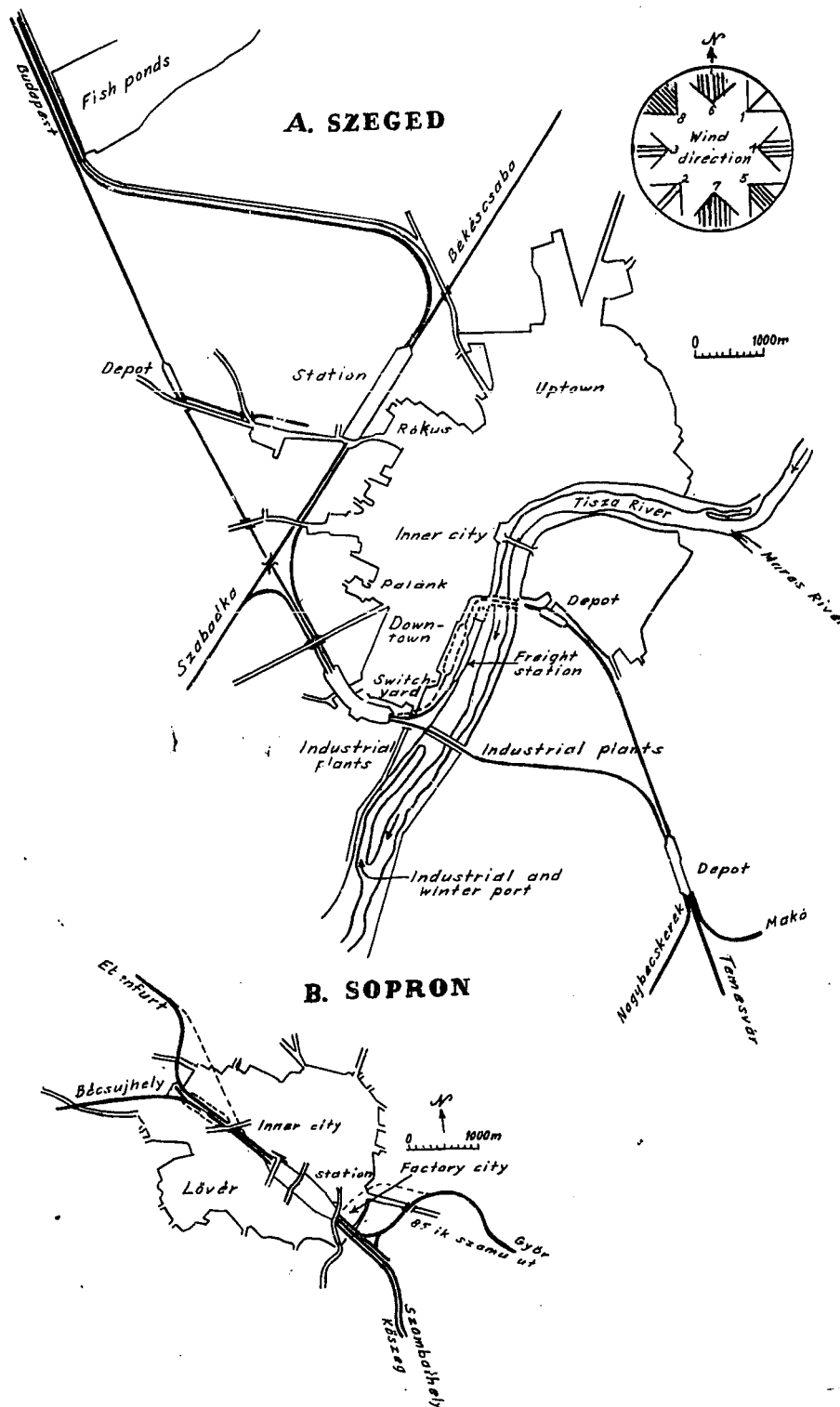
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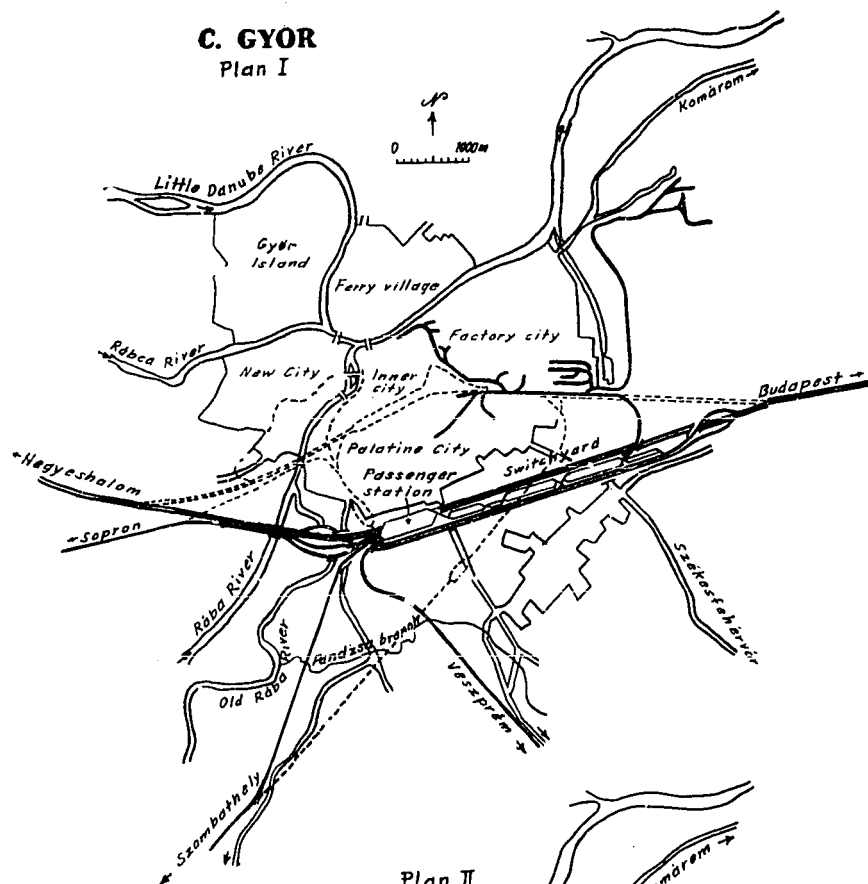
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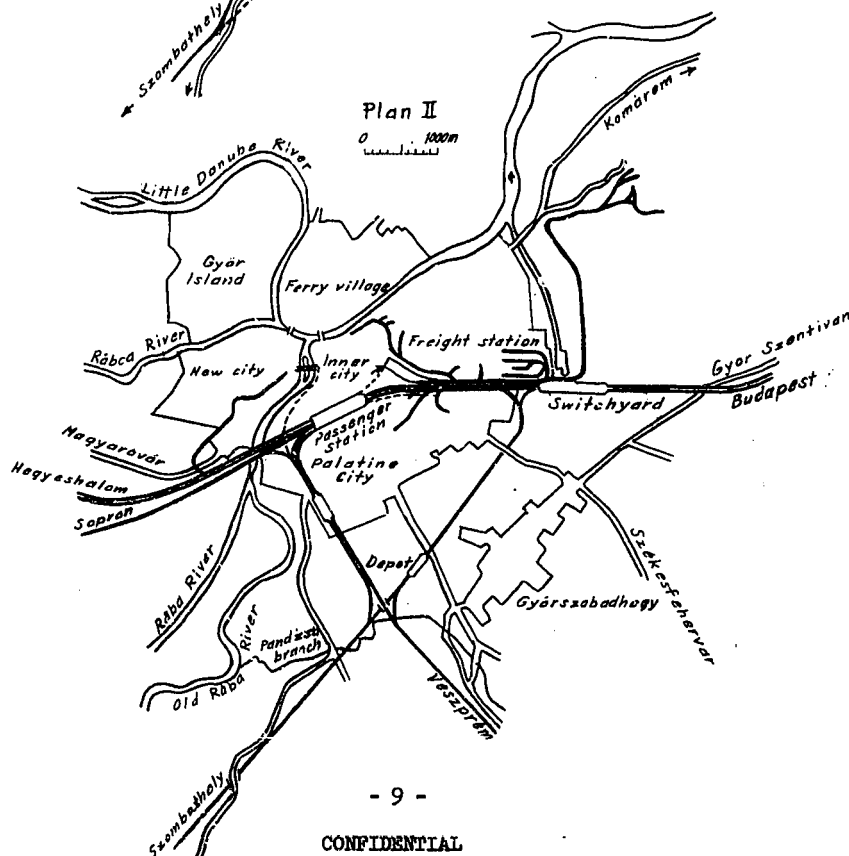
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C. GYOR
Plan I

Plan II



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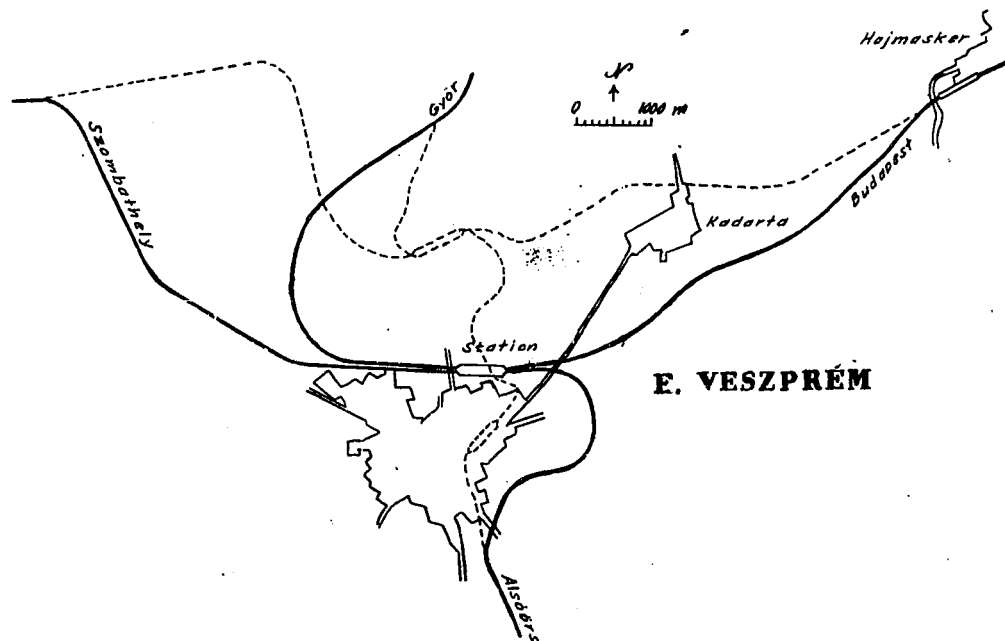
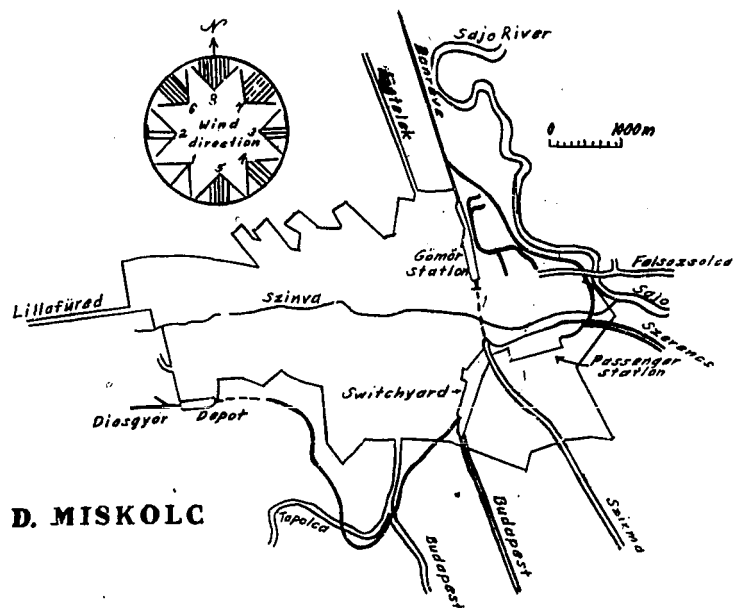
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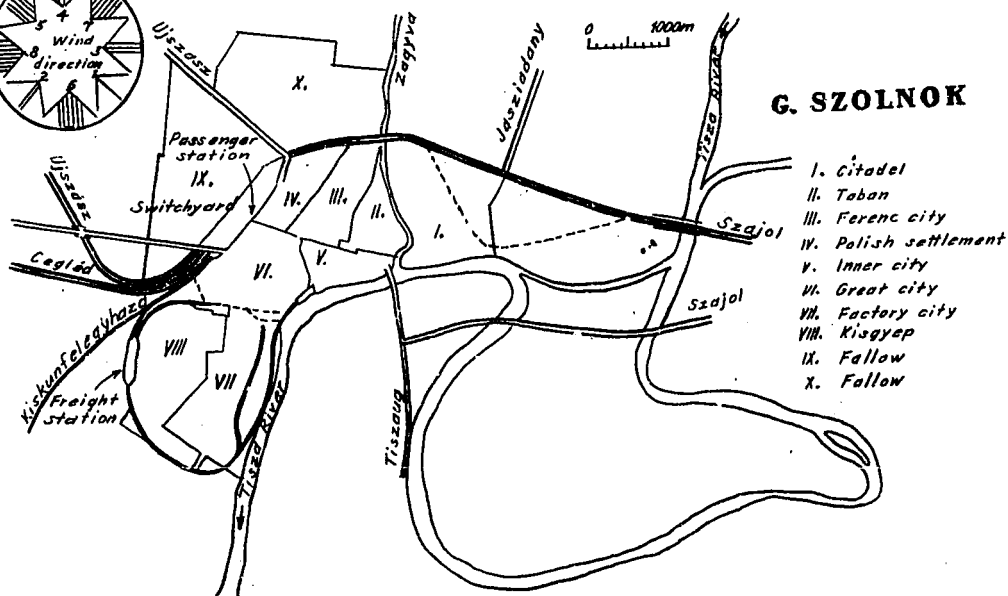
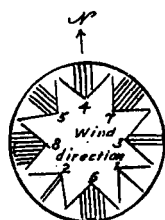
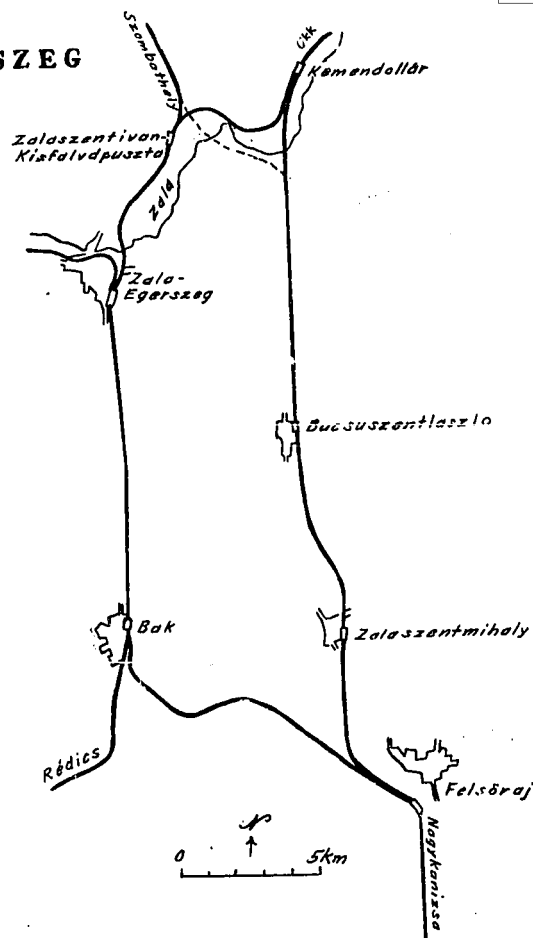
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F. ZALA-EGERSZEG

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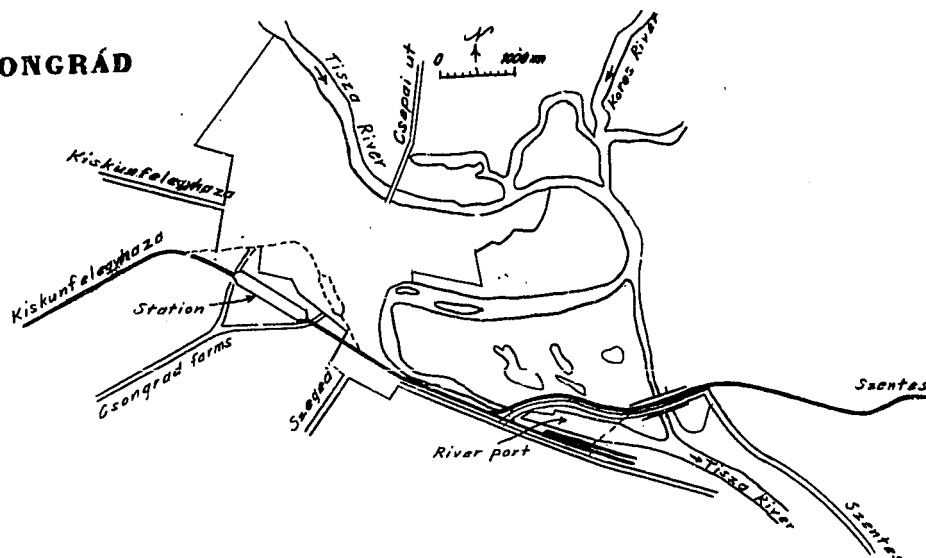
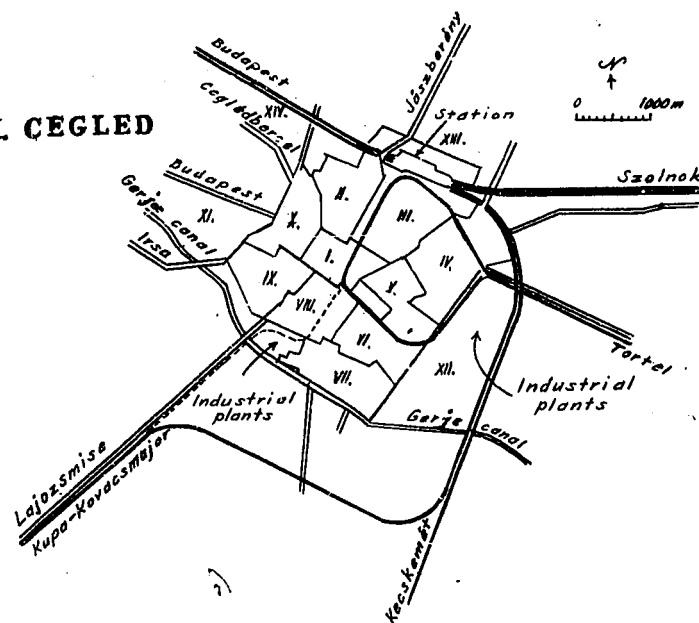
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H. CSONGRÁD**I. CEGLED**

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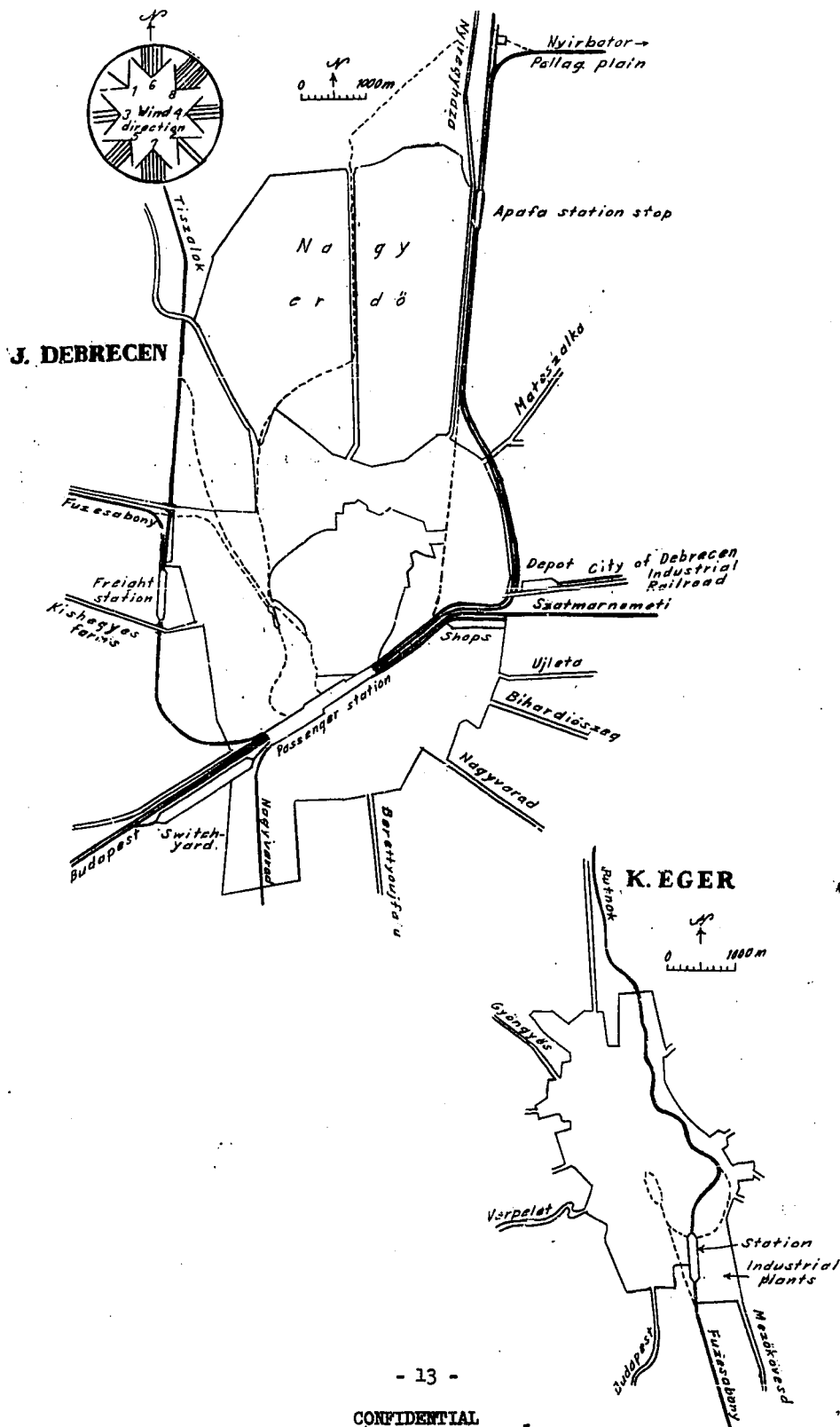
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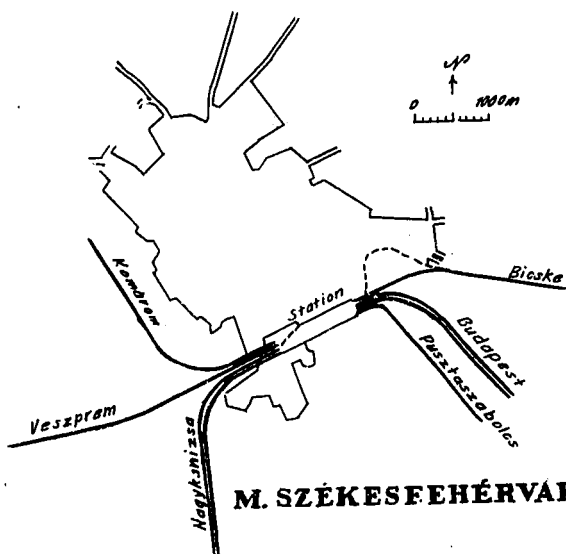
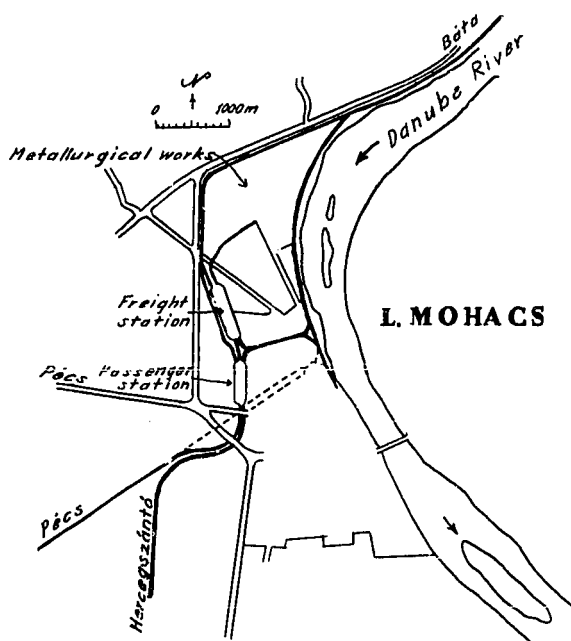
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